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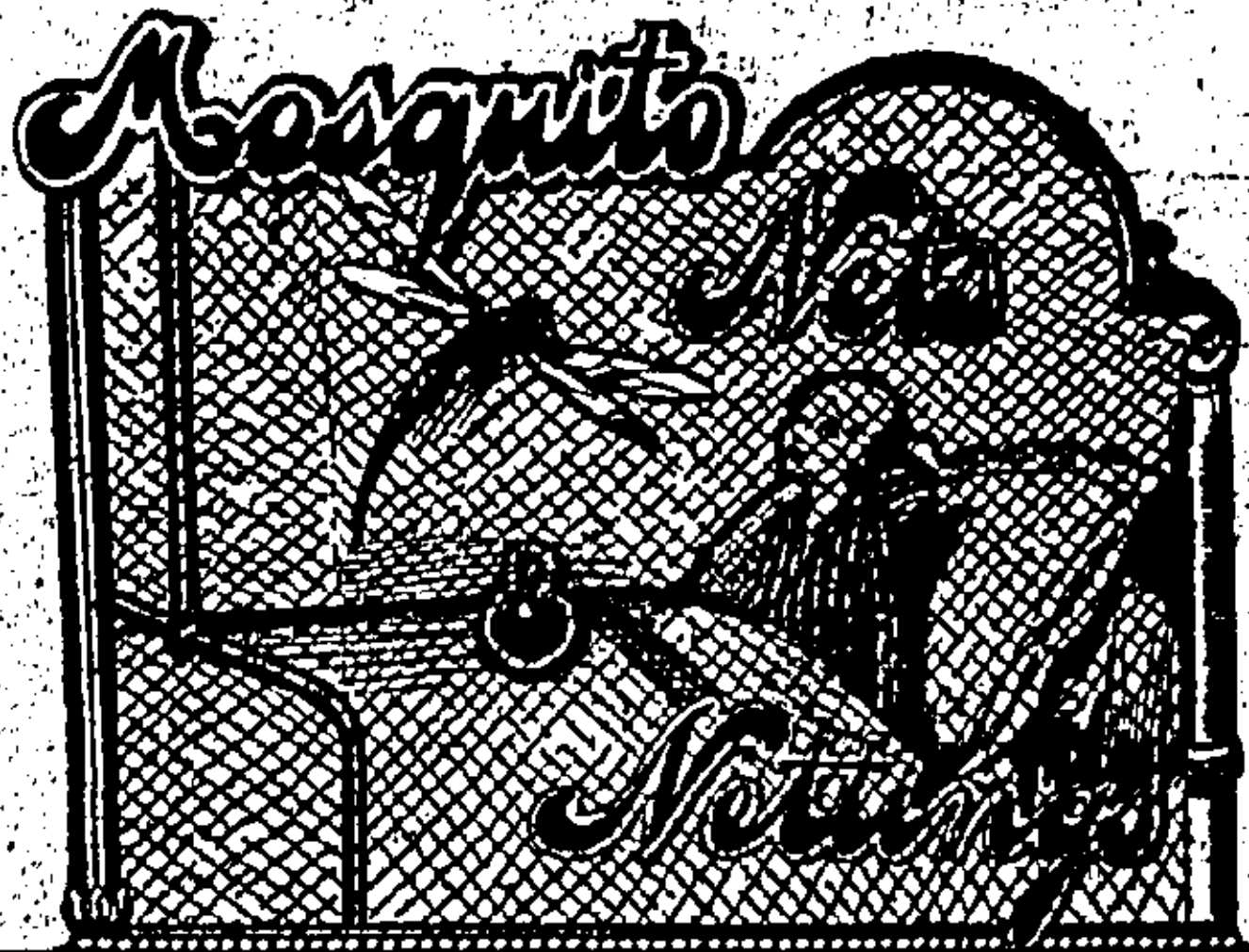
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QUEEN'S COLLEGE OLD BOYS' ASSOCIATION. FIRST ANNUAL DINNER.

The first annual dinner of the Queen's College Old Boys' Association, held in the fine hall of the College, on Saturday night, afforded happy auguries of the new body's prospects of success. About 200 members sat down to an excellent repast, served by the Hongkong Hotel. The guests of the evening were the past and present members of the Staff of Queen's College who are members of the Association, prominent amongst them being Mr. E. Ralphs (Inspector of English Schools), Mr. R. E. O. Bird (acting headmaster), Mr. A. H. Crook (second master). The Senior Prefect of the College was also a guest. In the absence of the President (Sir Robert Ho Tung), Mr. U. Ramjahn (Vice-President) occupied the chair. Dinner was announced by the sounding of the school bell, rung by two "old boys" who entered the College in 1878.

After the toast of "The King," and "The Republic of China" had been honoured.

THE CHAIRMAN'S SPEECH.

The Chairman proposed the toast of "Queen's College and Staff." In "a few words of appreciation of his Alma Mater," he said—Our old school—formerly known as the Government Central School—was instituted by the British Government, in or about the year 1861, and in my time, in the late seventies and early eighties was conducted by the late Dr. Frederick Stewart, who was later assigned to other official duties, namely those of Magistrate, Registrar-General, and Colonial Secretary, which last named office he held until his decease. Dr. Stewart's brilliant reputation as a scholar and administrator is too well known to call for any comment by me. Dr. G. H. Bateson Wright comes next into the school history and we are proud indeed to reflect upon our good fortune in having had such a capable successor to Dr. Stewart. Dr. Wright by reason of his sterling abilities won a reputation throughout the Far East which will ever serve to perpetuate his name in our school associations.

In or about the year 1883 (the then Governor, Sir John Pope Hennessy, appointed a Commission to inquire into the question of providing more room for educational purposes than the Government Central School allowed, and eventually the outcome of the Commissioners' report thereon was the erection of a new College close by the site of the Government Central School, which new College was in turn designated "Queen's College." With the years, the fame of the old Government Central School and Queen's College as an educational institution has spread over the whole world, and to-day, as ever, all who have passed through the hands of their able masters are proud to bear the title of Queen's College alumni. They are men who have gone into the world near and far and won in the spheres of officialdom, law, commerce, science and medicine those illustrious successes which only the most capable and industrious can hope to achieve.

In the field of sport our College has always held her own. Our masters both past and present have imbued us with the great British sporting instinct and to-day I think we might match and give a good account of ourselves in cricket, tennis, football and swimming against all comers.

To Mr. T. K. Denry, the Headmaster up to May 1918, to Mr. E. Ralphs, formerly and Master, now Inspector of English Schools, to our present brilliant Head Mr. B. Tanner, now on home leave, to Mr. R. E. O. Bird, the acting Headmaster in his stead, and their colleagues, our boys turn for inspiration, and these gentlemen have proved themselves equal to the occasion. This first gathering of our old boys in Hongkong is a great move in the right direction and it is, I am sure, the hope of everyone here present, that it is only the forerunner of many more happy and enjoyable assemblies of a similar nature. Such functions ought to become an annual institution.

The Chairman concluded by reading the following message from Sir Robert Ho Tung:—

"I would ask the presiding Chairman to be good enough to convey a message of my great regret at being unable to do myself the honour of presiding at our inaugural dinner. Please ask him to state on my behalf that I cordially wish our old College and our esteemed teachers all prosperity and that 'Queen's' will continue to flourish as the intellectual nursery in Hongkong for Chinese students in this part of China. I wish our young Association a long career of usefulness and success."

THE HEADMASTER'S REPLY.

Mr. R. E. O. Bird, in replying to the toast, said it was a proud moment to stand there as the first headmaster to address the Queen's College Old Boys' Association. For Mr. Tanner's sake, and for the sake of the assembly, he wished Mr. Tanner were present to fill the rôle, but for his own sake he would not have it otherwise. (Applause). He felt that this was going to be an historic occasion. The Association would be like the banyan tree, throwing its branches far and wide, and, like the banyan tree, carrying its roots with the branches, and dropping them into congenial soil in many a distant part of the world. "I think," continued Mr. Bird, "that it will be one of the pleasantest duties of the President at future dinners, to read out telegrams from branch societies in all parts of the world. I know that old Queen's College boys have a very real and practical interest in Queen's College. (Applause). They like to have their sons educated here

and to feel that Queen's College is maintaining that pre-eminence which it has laboriously and steadily acquired. I am not going into the history of Queen's College as there are many around me who know far more about it than I do, but there are one or two landmarks that should be recalled on an occasion like this. Dr. Stewart came here in the year 1862. During the first year of the 'Government Central School' there were only 17 boys in the school; however, Dr. Stewart instilled them with such a love of book-learning that Mr. Wong Ah Sui, whose name was first on the register, afterwards became librarian in the City Hall. I notice, also, that he carried this love of books still further. At that time the Government supplied the scholars with books, and there is a note in the register against this pupil's name that he did not return those books. (Laughter).

Since then, (said Mr. Bird) there have been 13,159 names on the register. (Applause).—so there is no doubt that Queen's College has had a very wide influence on the rising—and I may say the 'risen'—generations of China. There are many famous old boys; I will not mention their names; it is sufficient to say there are at least 169 present to-night. (Laughter and applause). I may mention that our Chairman is the father of the first boy to win the King Edward VII. scholarship. (Applause). The foundation stone of Queen's College was laid in 1844; the Government, however, did not move very rapidly, and it was not until 1880 that this building was occupied. There were, at first, 716 boys in the building.

Queen's College should not be like a ship that passes through the water; the waves flow over its wake and the trackless ocean bears no trace; it should be like a beacon which can throw its light far and wide, and all old boys should remember that they are acting in that light. They should remember that they are members of a corporate association. From the point of view of a master, it is a very good thing to have an Association of this kind. One of the unfortunate features of a master's life is that he continually sees boys passing away from him; every year he encounters fresh faces and it is only natural that he would like to know what happens to the boys who have gone. From the point of view of the boys, the Association is also a good thing; through it they can retain the friendships formed at school, friendships whose value is not always realised until years have passed. A regiment with old traditions fights better than one newly formed, and when we have crystallised all the traditions of Queen's College into this Old Boys' Association we shall be making a far better fight in life than we have done in the past. (Applause).

THE OLD BOYS' ASSOCIATION.

Mr. A. H. Crook proposed the toast of "Queen's College Old Boys' Association." He remarked that the task was a simple one for in that assembly the boys spoke for itself and needed no words to support its claim to an enthusiastic reception. The only question that suggested itself was, "Why on earth was not the Association started long ago?" At home, many Colleges had Old Boys' Clubs, and it was to be hoped that something of the kind would develop in connection with Queen's College—a Club which might be the meeting place of social gatherings, and for sporting and other interests. The Association had already blossomed into something more than a dinner society. Through the generosity of the Chairman the College had received a much-needed gift of a tennis court. Mr. Crook suggested that old boys of Queen's College, now resident in the big cities of the Far East, might follow the example of their fellows in Hongkong and meet in a friendly gathering once a year.

Mr. C. S. ANDERSON (hon. sec. of the Association), in responding to the toast, remarked that in a subsequent number of the Yellow Dragon they hoped to come across many similar acts of unselfishness to that referred to by Mr. Crook. As the goal of an educated man was to make this world a better place to live in, so their aim should be to make Queen's a better school for the rising generation to attend, a better school in the sense that every facility would be offered in all forms of sport; their mental development was in safe custody in the hands of their masters. Mr. Anderson mentioned that the Association owed a great deal to the initiative and spade work of Mr. J. C. Fletcher, without whose assistance it might not have been born. In possessing a master of such keenness, the College was heartily to be congratulated; in tendering him a vote of thanks in absentia, they wished him every success in his career as a teacher. Already 275 had been initiated into the "most distinguished order" of the Old Boys' Association. (Laughter). As the Association was still in its swaddling clothes, progress in membership was satisfactory. Attempts should be made to enable others of the old boys with the "Order" to encourage them to form their own branch associations, and to subscribe to the school magazine, a medium through which to get into touch again with their College and their College friends. The General Committee would be grateful for any assistance to further this end, and the Chinese masters on the staff could render active service by supplying the names and addresses of old "Q.C.s" abroad. This would be furnished a living illustration of the dictum of the great Confucius, that "All within the four seas are brethren." During the evening an excellent programme of songs, etc., was contributed by Dr. C. O. Wang, Messrs. E. J. Edwards, Hui Tsin, J. Ralston, A. J. Arnall, Ching Tsoi, F. G. G. W. Kay, Tim Wing Wong, Yeung Shuk Ping and Fun To Tat.

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SPORT.

LAW TENNIS.

OPEN DOUBLES CHAMPIONSHIP FINAL.

From the point of view of the spectators the final match, on Saturday, between R. and H. Hancock and Major H. M. Edwards and R. Townsend, in the Open Doubles Championship, was rather disappointing, as it resolved itself into a duel of service, and the Hancock secured a decisive victory (6-3, 8-1, 6-2) without any serious opposition from their opponents. Both Major Edwards and Townsend seemed to be suffering from nerves; they only rarely made any serious attempt to reply to their opponents' tricky placing or smashes, or to take difficult strokes. Most of the points they gained were through good service, a department of the game in which Major Edwards excelled. Both R. and H. Hancock were, on the other hand, deadly serious in their play, and left nothing to chance. In the later stages of the match D. Hancock successfully emulated Major Edwards in scoring through hard service.

FIRST SET.

In the first set, R. Hancock, who opened the service in the first game, gave the first two points to his opponents, one by faulty service and the other by hitting out, but Major Edwards lost the advantage for his side by attempting drives which did not materialise. H. Hancock annexed the following point for his side by smashing a hard return from Townsend, and R. Hancock secured the next, his side registering the first game. In the second game, Major Edwards gave the first point away by faulty service, and both he and his partner were unable to secure a single point. H. Hancock put the finishing touch with a tricky stroke. In the third game, also, Major Edwards and his partner drew a blank. The fourth game saw Townsend at the pitch of his form, and Major Edwards, also, wide-awake, with the result that they won the game without yielding their opponents a single point; a fact which made the spectators anticipate better tennis than the results of the first three games had indicated. They were not disappointed in the fourth game, as both sides were playing their best. R. Hancock, who was in charge of the service, lost the first point, but secured the next, Townsend being unfortunate in not scoring with a very pretty stroke. The game ran to deuce twice, and on the second occasion when it was advantage to the server, R. Hancock had the good fortune to see a hard drive from him just tip over the net and win his side the game (4-1, Hancock leading). The following game, Major Edwards serving, also, proved a well-contested one. Hard service won the game for Major Edwards and Townsend; deuce was called twice, and the Hancock attempted some hard drives which, however, lost them the game, but they were leading 4-2. Major Edwards and Townsend lost the first three points running in the seventh game, but made an attempt at recovery, and the spectators were treated to a good rally, which resulted in their favour, as also did another in which Major Edwards gave a good account of himself. He and his partner were unfortunate in losing the next point, and the game (5-3 in Hancock's favour). Major Edwards was successful in winning two points by smashing and his partner's good returns showed the results as 5-3. R. Hancock took a leaf out of Major Edwards' book and began serving at lightning speed, registering a love game and winning the set (6-1).

SECOND SET.

Major Edwards' service secured his side the opening game of the second set, without allowing his opponents a single point, but in the next game R. Hancock successfully resorted to smashing tactics and equaled with a love game. Townsend, however, returned the compliment, and, thanks to his good service, he and his partner scored four points running, for the first time taking the lead (2-1). The lead was, however, short-lived, as R. and H. Hancock equalised in the next game. The first game was hotly contested, as the score—15 love, 15 all, 30-15, 30 all, 30-40. Deuce, advantage to server (Major Edwards) and game—indicates. There was a hint of sharp exchanges in the game between H. Hancock and Townsend. Townsend and his partner were, however, unable to increase their lead and lost the next game without scoring a point, the score, then, reading 3 all. In the seventh game, the Hancock again took the lead, H. Hancock being responsible for, perhaps, a display of the most scientific play in this round. His placing was accurate and well-timed. The eighth game also went to the Hancock, after, perhaps, the most exciting rally of the match, score 5-3. Hancock's leading, Major Edwards made a plucky attempt to retrieve the position, and not only was his service faultless and effective, his returns were, also, balanced and well-calculated, with the result that he and his partner were able to annex the ninth game. The tenth game ended in favour of the Hancock, their opponents scoring only a single point. They, thus, won the second set (6-4).

THIRD SET.

The third set saw the collapse of the opponents of R. and H. Hancock. In the opening game Townsend successfully attempted to counter H. Hancock's placing tactics by relying more upon skill than force in his returns, but the odds were against him and his partner. The Hancock annexed the second game as well. Major Edwards' service again came to the rescue of his side in the third game. He won the first point after a splendid rally, and eventually won the game (2 to 1, Hancock leading). The Hancock were to win three games in succession after this. They were games which gave more a muscular display than an exhibition of skill. The fourth game, at one time, promised a recovery for Major Edwards and his partner, but the promise did not materialise. The fifth was a tempest of hard returns. The sixth was even more so, but it was in this game that Major Edwards for the first time attempted placing and scored a point. The seventh was one of the best games of the match, from the point of view of the spectators. Major Edwards won the two first points by his service only. H. Hancock secured a point then, and, evidently, he and his partner were keen on winning the game, and the set, as they abandoned the hard-drive and took to placing. They managed to make the last game a deuce when it seemed to be already lost to them. Major Edwards and Townsend, however, were equally alert and secured the advantage. After a good rally, H. Hancock, particularly, playing well, deuce was called again. The other side again had the advantage point, and Major Edwards won the next point by a hard drive, the ball hit the net and rolled over the other side, the scores reading 5-2 in favour of the Hancock. In the eighth game Townsend and Major Edwards gave up all hope and lost the game, without winning a single point, and the set 6-2.

FOOTBALL.

H.M.S. "HAWKINS" (OLD CREW), 7;
H.M.S. "HAWKINS" (NEW CREW), 0.

As a send-off for the old team and also to see what chances the flag ship would have in the coming tournament while the ships are up North, a match was played on Saturday last between the flag ship's old team and a team chosen from the new commission. The weather was much against good football, and probably the new men felt the heat very much in their first match out East.

The teams turned out as follows:—
Old Commission: McBride, Humphries and Edwards; Stewart, Wilkins and Morgan; Cunliffe, Bullard, Webb, Harris and Russell.
New Commission: Eaglestone; Whitehead and Burton; Packard, Beadle and Arkle; Garton, Sawyer, Osborne, Beadle and Wrigley.

The Old Crew took charge of the game from the start and Webb was early testing Eaglestone. Whitehead sent Osborne away, but Humphries returned, and Webb gave to Cunliffe, who sent in wide from close range. Following a free kick for a foul throw in, Harris tried a shot that missed by inches only. Webb, securing from the goal kick, went in and beat Eaglestone with a high shot. The Old Crew returned to the attack, and Webb headed a well-placed centre from Cunliffe over the bar. Webb was pulled up for fouling Burton. Shortly afterwards, Webb spoiled a good chance by off-side play when close in, and later skied the ball over the top. Not to be denied, however, the same player came again and put the ball into the net, giving Eaglestone no chance. From the centre kick the New Crew were cleared by Morgan, and Harris tested Eaglestone with a long shot, which the goalkeeper turned round the post. Packard cleared from the flag kick, but Harris was soon back again, where he was pulled up for fouling the goalkeeper. Webb sent in a hard shot, which Burton sent behind. The corner proved abortive. Following good play on the left, Webb sent in a screw shot that beat Eaglestone. The New Crew took up the attack from the centre kick and Beadle sent in wide. Russell, got away on the left and sent over a long shot that struck the side of the net. Webb returned and sent in a fast shot that Eaglestone pushed on to the upright. The ball rebounded to Harris, who put it into the net, but the referee disallowed the point as Harris had impeded the goalkeeper. However, Harris soon returned, and beat Eaglestone, putting on the fourth goal for his side. The game was much in favour of the Old Crew. From a penalty for foul, Webb scored the fifth goal for his side, the score at half-time reading 5 to nil in favour of the Old Crew.

On resuming, Edwards and Russell changed places. The Old Crew resumed the offensive, and Eaglestone saved shots from Webb, Harris and Cunliffe. Bullard sent in a fast shot that the goalkeeper turned round the post. Packard cleared the corner kick. Harris came down and ended up a tussle with Whitehead, presenting the ball into the net. From the re-start the New Crew went down, and Morgan fouled Osborne dangerously near the penalty area. Packard took the kick and Humphries cleared. Webb shortly afterwards scored number 7 with a high shot. The whistle sounded for time, leaving the old team winners by 7 goals to nil.

From the play on Saturday the flag ship will not be able to hold its own during the summer competitions in the North, but with more experience in first class football the team is expected to be equal to other Naval teams when they take up their winter quarters in Hongkong next season.

The defence requires strengthening while the forwards, who show individual dash, must learn to combine before they can do much.

CRICKET.

THE INTERPORT TEAM.

The cricket team to represent Hongkong against Shanghai has been completed by the inclusion of Mr. R. E. A. Webster (H.K.C.C.) and Mr. A. A. Rumjahn (I.R.C.). Mr. E. J. R. Mitchell (H.K.C.C.) was unable to accept an invitation, and Lieut.-Col. Bowen, also, is unable to make the trip. The full team is as follows:—

G. R. Sayer (capt.), Capt. Davies, Capt. Oliver, Lieut. Franks, E. B. Reid, F. C. de Rome, F. H. Farthing, C. I. Stapleton, Major Bagnall, R. E. A. Webster, and A. A. Rumjahn.

THE TEST MATCHES.

A wire to the Times of Ceylon dated April 1st states:—

There is considerable discussion in cricketing circles regarding what will happen when Armstrong's formidable team appears on English wickets, owing to the low estimation in which Douglas's combination is held. It is unlikely that the more unsuccessful men will be able to recover their best form before the initial Test on May 25th. While the M.C.C. authorities frown upon the suggestion of trial matches, the protest is made that they have not taken any steps towards improving England's outlook. The belief is expressed that they will be compelled drastically to reinforce the list of possible Test Match players, drop several ancient, and scout widely among the counties for new men. Much depends upon the composition of the Selection Committee, which has not yet been formed, although Lord Harris is mentioned as the Chairman, with Lord Hawke and either Warner, Fry, or Jackson as members. The best new blood is said to be discoverable among the professionals. Mend certainly must be considered from a batting standpoint, and the Nottingham bowler Richmond and the Lancashire professional Cook are both players who may try in the Tests.

Failing the infusion of suitable amateurs it is believed, however, that once reasons as well as sound play may prevail upon a Selection Committee such as that mentioned above. In these circumstances they will be expected not to overlook either G. T. S. Stevens, the Oxford and Aldersley bowler, who is regarded by many as England's brightest hope, and A. J. F. Chapman, the Cambridge player, who performed excellently on several occasions in 1920.

Should reliable be placed on any of the older players the possibility of Fry and Spooner re-entering the Test Match field is being canvassed. The former played three innings for Hampshire in 1920, and made one century, while Spooner has been participating in some matches for Lancashire this season, although he is expected to captain the County. If he enters the Tests he would be a strong candidate for the English captaincy.

LOCAL CIVIL SERVICE PENSIONS.

AMENDMENT OF PENSION MINUTE.

The Gazette notifies that Clause 16 of the Pension Minute of the "Regulations of Hongkong, 1914," is cancelled and the following clause substituted therefor:—
"If any officer to whom a pension has been granted under this Ordinance or under any previous Law or Regulations is appointed to another office in the service of the Colony, or in any other public service, then during his tenure of such office so much only (if any) of his pension shall be paid to him as, together with any pension received by him in respect of other public service, and with the salary and fees of such office, makes up an amount not greater than the highest pensionable emoluments drawn by such officer at any time in the course of his service in the Colony or other public service; provided that where the officer retired or was transferred from the service of the Colony prior to the first of January, 1920, the highest pensionable emoluments drawn by such officer in the course of his service in the Colony, shall for the purposes of this Regulation be deemed to be the highest pensionable emoluments actually so drawn by him plus fifteen per cent. thereof; and also provided that any bonus or temporary increase, whether on pension or on the salary of the new office, granted in view of cost of living, shall be added to such pension or salary, as the case may be, for the purposes of this Regulation."
In calculating such amount in connection with Colonies having a different currency the standard dollar of this Colony shall be taken as equivalent to three shillings sterling."

H. B. WARING COMPANY.

SATURDAY'S TWO PERFORMANCES.

The H. B. Waring Co. gave a matinee performance of "The Merchant of Venice" at the Theatre on Saturday. The schools of the Colony were well represented and the youthful students of Shakespeare had the opportunity of seeing one of his most famous plays interpreted with a success they can hardly hope to see excelled in Hongkong. Mr. Quartermaster "Shylock" was a very fine study indeed, and Miss Sherwin, as "Portia," was scarcely less successful. The well-known adaptation of Sir Conan Doyle's Sherlock Holmes story of "The Speckled Band" was presented at the evening performance. Mr. Chase, Quartermaster, made a great impression as Sherlock Holmes and Mr. Wordley Hulse was equally successful as the peppery Anglo-Indian doctor, the villain of the piece. Miss Edith Smith gave a very finished rendering of the part of Edith Stonor. "The Speckled Band" must be dash, must learn to combine before they can do much.

ROYAL H.K. YACHT CLUB.

LAST REGATTA OF THE SEASON.

The Royal Hongkong Yacht Club held its closing cruise and regatta on Saturday when delightful weather favoured the occasion and the members had a thoroughly enjoyable afternoon. At the conclusion, Mrs. Severn, who was accompanied by H.E. the Officer Administering the Government, distributed the trophies won during the day, and earlier in the season, including the championships for the season 1920-1921.

H.E. Mr. CLAUD SEVERN, in acknowledging an oration accorded to Mrs. Severn, referred to the approaching departure of the Commodore of the Club, Mr. Frank Smyth, and said that his energy, enthusiasm and keenness for the Club, and his great generosity on many occasions, were something to be thankful for.—(Applause). Mr. Severn also specially praised the No. 1 boy, L. Ah Mow, whose diligence and correctness in his work were of great value to the Club. Thanks were also expressed on behalf of the Victoria Recreation Club for the invitation to take part in the Regatta and cheers were given by the V.R.C. competitors for the R.H.K.Y.C. men.

The following were the officials of the day:—

Starters: Hon. Mr. E. H. Sharp, K.C., and Mr. T. H. G. Brayfield.

Umpires: Messrs. W. Logan and E. B. Reid.

Judges: Lieut.-Comdr. Drew, R.N., Lieut.-Comdr. Hake R.N.R., and Mr. A. Murdoch.

Clerks of the Course: Messrs. E. W. Carpenter, T. Arthur and A. W. van Andel.

Coxswains: Messrs. T. W. White and T. Fisher.

Regatta Secretary and Captain: Mr. J. S. McCann.

Time-keeper: Mr. D. K. Blair.

The following were the results of the contests:—

SAILING RACES.

Cruiser Class: Chinese Rig, 1, *Niobe*, Mr. Martin; English Rig, 1, *Bestever*, Mr. Coolhaas.

Ladies Yacht Race—Handicap Class, 1, *Dorothea*, Mrs. Courtney; 2, *Diana*, Mrs. Arthur; One Design Class, 1, *Halgem*, Miss Lowe; 2, *Alia*, Miss Dennison; Heyward Hays Class, 1, *Sirius*, Mrs. Scriven; Gael Class, 1, *Tourette*, Mrs. Tomory; 2, *Gael*, Miss Ramsey; 3, *Viking*, Mrs. Hunt.

ROWING RACES.

Inter-Club Junior Fours—1, V.R.C. Alchemers' Race, for Whalers, gigs and naval cutters—1, *Tilapia*; 2, *Taranthia*.

Ladies Race—1, Mr. McCann, Miss Ramsey and Mrs. Bailton.

Inter-Club Junior Pair Oars—1, V.R.C. Scratch Fours—Mr. Carroll's crew.

Inter-Club Senior Pair Oars—1, V.R.C.

OTHER AWARDS.

The following prizes were also presented:—

CHAMPIONSHIPS, 1920-1921:—

Cruiser Class: Chinese Rig, 1, *Niobe*, Mr. A. R. Lowe; 2, *Cenone*, H.E. Mr. C. Severn; English Rig, 1, *Bestever*, Mr. Coolhaas; 2, *Irene*, Mr. R. Sutherland.

Handicap Class: 1, *Diana*, Capt. T. Arthur; 2, *Dorothea*, Mr. Geo. Hogg.

One Design Class: 1, *Alia*, Mr. G. C. H. Culley; 2, *Daphne*, Mr. V. G. Smyth.

Heyward Hays Class: 1, *Urada*, Mr. H. S. Rouse; 2, *Dawn*, Mr. J. C. Finch.

Gael Class: 1, *Tourette*, Mr. E. Hudson; 2, *Joan*, Mr. J. Bentley.

PRELIMINARY RACES—Chinese Rig Cruisers (presented by Mr. A. van Andel) *Helen*, Mr. A. W. Cornell; English Rig Cruisers (presented by Mr. D. K. Blair) *Bestever*, Mr. Coolhaas.

Hailing Yachts (by Mr. F. Smyth), *Souge*, Mr. Wilkinson.

Niobe Cup (by Mr. A. R. Lowe), *Cenone*, H.E. Mr. C. Severn.

Bestever Cup (by Mr. Coolhaas), *Aileen*, Mr. J. B. Thomson.

Diana Cup (by Capt. T. Arthur), *Gladys*, Mr. S. Columbine.

Ailsa Cup (by Mr. G. C. H. Culley), *Daphne*, Mr. V. G. Smyth.

Urada Cup (by Mr. H. S. Rouse), *Dawn*, Mr. J. C. Finch.

Tourette Cup (by Mr. E. Hudson), *Gael*, Mr. B. Dixon.

Commodore's Cup—Racing Yachts, (by Mr. A. R. Lowe), *Daphne*, Mr. V. G. Smyth, and *Sirius*, Mr. H. E. Scriven.

Vice-Commodore's Cup—Cruisers, (by Mr. A. R. Lowe), *Ida*, Mr. N. Croucher, and *Helen*, Mr. A. W. Cornell.

"Tat Yut" Cup, (for 1st and 2nd in class chumps), *Alia*, Mr. G. C. H. Culley.

"Also Ran" Cup, (presented by Mr. Frank Smith and Capt. T. Arthur), *Halgem*, Mr. A. R. Lowe, and *Gael*, Mr. B. J. Dixon.

"Belilos" Challenge Cup for Heyward-Hays Class, (by Mr. R. E. Bolliou), *Urada*, H. S. Rouse.

Warren Memorial Cup for Gael Class, *Viking*, Mr. S. Berg.

£10,000,000 CONTRACTS LOST.

Mr. F. G. Kelloway, M.P., Minister for Overseas Trade, speaking at the annual banquet of the Lutton Chamber of Commerce, recently, said that contracts worth £10,000,000 had been lost to Great Britain because exporters or merchants were unable to give a definite date for delivery on account of strikes and threatened strikes.

It is a great mistake to imagine that plumpness and rosy cheeks are a sign of perfect health in a child.—Dr. Eric Priest.

LANE, CRAWFORD'S

are now showing the new styles
in English and American

BATHING COSTUMES

FOR

MEN - WOMEN

BOYS & GIRLS

CAPS

WRAPS

SHOES

There are so many Styles and Colour
combinations among these Costumes
and Caps you'll be sure to find just
the kind you require

STOCKED IN ALL SIZES

including extra small and extra large.

LANE, CRAWFORD & CO.

SHERWOOD'S RYSTOLITE

THE IDEAL ENGLISH ENAMEL

Sold in quarts, 1 and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW.

LANE, CRAWFORD & CO.

Tel. 1741.

97

NEW MUSIC

WHISPERING

NAUGHTY WALTZ

VENETIAN MOON

AVALON

JAPANESE SANDMAN

ETC., ETC.

AT

ANDERSON'S

184

Wm. Powell Ltd.

TELEPHONE 3146.

GENTLEMEN'S
HIGH-CLASS OUTFITTERS

COOL

SUMMER

UNDER-WEAR

SPECIALITIES!

"AERTEX" CELLULAR IN COTTON AND LISLE.

We have also a complete stock of
"MORLEY'S" UNDERWEAR in
INDIA GAUZE, "FLEXINET,"
SILK and WOOL and PURE WOOL.

WE INVITE INSPECTION.

97

NEW ADVERTISEMENTS

NOTICE.

WE hereby beg to give notice that we have appointed **MR. BERNARD DONALD CRAWFORD MORGAN** to be Manager of our Hongkong Branch (Imports and Exports) as from May 1st, 1921.

17, Queen's Road Central, Hongkong, April 23rd, 1921. [847]

THE ROYAL HONGKONG GOLF CLUB.

M. J. B. ROSS, c/o Mercantile Bank of India, Ltd., No. 7, Queen's Road Central, has been appointed Honorary Secretary.

Members desiring cards for visitors are requested to apply to the Treasurer, No. 6, Queen's Road Central.

By Order, **PERCY SMITH, SETH & FLEMING**, Secretaries & Treasurers. Hongkong, April 23rd, 1921. [848]

WILTSHIRE REGIMENT SPORTS.

THE WILTSHIRE REGIMENT will hold their REGIMENTAL SPORTS on THURSDAY, APRIL 28th, at 1.30 P.M., at ECKHART.

Major C. A. LAW and the Officers will be "At Home" on the ground, and will be very glad to see their friends, if they will kindly accept this notice as an invitation. [853]

VEREENIGDE NEDERLANDSCHE

SHOEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, LA ROCHELLE PALICE, GENOA, LISBON and SINGAPORE.

THE Steamship

"ALOR" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 29th April, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 29th April, 1921, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bill of Lading will be countersigned by **JAVA-CHINA-JAPAN LIJN**, General Agents.

Hongkong, April 23rd, 1921. [850]

STROTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WEST JESSUP" From SEATTLE.

THE Steamship

S.S. "WEST JESSUP" having arrived from Seattle, via ports, on April 21st, 1921, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on April 29th, 1921, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have been left in the Godowns, and Cargo undelivered after May 2nd, 1921, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STROTHERS & DIXON, INC.

Agents for Div. of Op. U.S. Shipping Board, EMERGENCY FLEET CORPORATION, Hongkong, April 23rd, 1921. [851]

STROTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WEST JENA" From SAN FRANCISCO.

THE Steamship

"WEST JENA" having arrived from San Francisco, via ports, on April 20th, 1921, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on April 20th, 1921, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have been left in the Godowns, and Cargo undelivered after May 2nd, 1921, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STROTHERS & DIXON, INC.

Agents for Div. of Op. U.S. Shipping Board, EMERGENCY FLEET CORPORATION, Hongkong, April 23rd, 1921. [852]

NEW ADVERTISEMENTS

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "RENALDER"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have been left in the Godowns, and all Goods remaining undelivered after the 30th April, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th April, at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO. LTD.**, Agents.

Hongkong, April 23rd, 1921. [849]

NOTICE.

WE have this Day been appointed AGENTS for the EMPLOYERS LIABILITY ASSURANCE CORPORATION, LIMITED.

ARNHOLD BROTHERS & CO., LTD. Hongkong, April 19th, 1921. [853]

HONGKONG JOCKEY CLUB

THE SECOND GYMKHANA is fixed for SATURDAY, MAY 7th, 1921. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club, and Cane-way Bay Stables.

Entries close WEDNESDAY, APRIL 27th, 1921. [858]

DOG, CAT & POULTRY SHOW.

OWING to the presence of Rabies in the Colony the SHOW is UNAVOIDABLY CANCELLED.

Entrance fees already paid will be returned on application to—

E. L. FROST, Hon. Secretary, c/o THE H. EX. TELEGRAPH CO. [858]

WM. POWELL LTD.

NOTICE IS HEREBY GIVEN that the

TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices on TUESDAY, APRIL 26th, at 12 O'clock Noon, for the purpose of receiving the Report of the Directors, and Statement of Accounts to the 28th February, 1921.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th April to the 28th April, 1921, both days inclusive.

By Order of the Board of Directors, **B. O. HOLT**, Secretary.

Hongkong, April 18th, 1921. [808]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

On WEDNESDAY, the 27th April, 1921, at 11 A.M., at their Sales Room, No. 8, Des Voeux Road, Corner of Ice House Street,

7,000 lbs. PORK

774 lbs. CEREAL SEED.

Sound condition.

Terms—Cash.

HUGHES & HOUGH, Auctioneers. [859]

STEAMER FOR SALE.

UNDER instructions received from THE MINISTRY OF SHIPPING, LONDON, Offers are invited for the purchase of the following Ex-Enemy Steamer

Name of Steamer Gross Tonnage Net Tonnage Built

RANEE 790 317 1906

Terms of Sale and full particulars may be ascertained on application to and permits for inspection will be issued by Messrs. BOUTHEAD & Co., Singapore; Messrs. BULLOCK BROTHERS & Co., Rangoon; Messrs. MACKINNON MACKENZIE & Co., Hongkong; and the undersigned.

SEALED TENDERS should be lodged with MACKINNON MACKENZIE & CO., Calcutta. The Tenders which must be in Stirling, will be opened at Calcutta on FRIDAY, the 17th June, 1921, and must be valid for 14 days after that date.

MACKINNON MACKENZIE & CO., 14, Strand Road, CALCUTTA. [844]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship

"KWAISANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th April, 1921, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**, General Managers.

Hongkong, April 23rd, 1921. [850]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for

ROSE P. Q. AD. AP. AW. BP. BG. BE. BV. EX KY.

WANTED.—In large Commercial Office EUROPEAN YOUTH age

about 17 years. Apply by letter to Box L.H. c/o Daily Press Office. [49]

TO LET.—WITHIN comfortable distance of Town, for a Gentleman (or two friends), Board Residence in Englishman's House. Quiet healthy position, excellent surroundings, Boating, Bathing, fishing, Box 50. [49]

WANTED.—LADY anxious to secure experienced HOUSE BOY would be glad to have same recommended by family leaving for home. Letters Box L.N. c/o Daily Press Office. [51]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—

Box No. 583, Care of Daily Press Office. [588]

FOR SALE.

MERCER TOURING CAR—7 Seater. Complete with all accessories, including two spare wheels and one spare tyre. Apply to—

LINSTEAD & DAVIS, Alexandra Buildings. [801]

FOR SALE.

BRUNSWICK STANDARD ICE MAKING PLANT.

Capacity—4 tons per 24 hours. No. of Ice Cans—98. Weight of Block 150 lbs., size 8 1/2" x 15" x 4 1/2". Compressor—Pump—40" dia. 9 1/2" face. Speed—150 R.P.M. Atmospheric Ammonia Condenser—12 pipes 18 ft. long. Complete with Ice Tank and Accessories. ASIO

One 20 B.H.P. Motor to provide power for above plant. Further details and specification may be obtained from—

ACEAL/REISS & CO., No. 3, Queen's Buildings, Hongkong. Hongkong, April 22nd, 1921. [845]

NOTICE TO CONSIGNEES.

AMERICAN AND MANCURIAN LINE.

FROM NEW YORK.

THE Steamship

"HAZENGA" having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have been left in the Godowns, and all Goods remaining undelivered after April 28th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 2nd May, 1921, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Thursday or Friday between the hours of 10 A.M. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **THE BANK LINE, LTD.**, General Agents.

Hongkong, April 18th, 1921. [825]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by April 25th, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**, General Managers.

Hongkong, April 19th, 1921. [831]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM GENOA, COLOMBO AND STRAITS.

THE Steamship

"GLENIFFER" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th April, 1921, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**, Agents.

Hongkong, April 23rd, 1921. [854]

INTIMATION

WATSON'S

DRY GINGER-ALE

FRAGRANT,

AROMATIC,

DRY.

Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Pints, \$1.25 per dozen.

Splits 80 cts.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

BIRTH.

HINTON.—At Shanghai, April 14th, to Mr. and Mrs. FRED. J. HINTON, a son.

MARRIAGE.

HEAL.—FIVIELD.—At Peking, April 16th, ARTHUR JOSEPH HEAL, third son of Mr. and Mrs. James A. Heal, of Shanghai, to WINNIFRED EVE FIVIELD, of Toronto, Canada.

DEATH.

BARWICK.—At Shanghai, April 17th, JOHN BARWICK, of Messrs. Jardine, Matheson & Co., Ltd., Engineering Department, aged 33 years.

ACKNOWLEDGMENTS.

GRAY.—On behalf of the relatives of the late Mr. JOHN GRAHAM GRAY, Mr. and Mrs. CLIFFORD EGGUMBE beg to tender very best thanks for many kind enquiries made and for the lovely wreaths sent to the funeral. [854]

The Reverend Mother FELICIA desires to thank all friends for their kind sympathy in the loss sustained by the French Convent through the death of Sister MACABIE and for floral tributes sent to the funeral. [849]

HONGKONG OFFICE: 104, DES VOEUX RD., C. O. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 25th, 1921.

HONGKONG AND SHANGHAI.

In the speech which Mr. EDKINS made at the meeting of the Hongkong General Chamber of Commerce last week he remarked: "A visit to Shanghai, and a view of the rapid development that has taken place there in the spread of the settlements away from the early business centre, brings home how slow in the past has been the development of this Colony compared with that of the Shanghai settlements." Yet Hongkong has been spending far more than Shanghai on development work. There are, of course, very obvious differences in the problems and the scope of the public undertakings with which the Governments of the two places have to deal. The area with which the Shanghai Municipality is concerned is only 8 1/2 square miles, and the area of the French Concession is scarcely 300 acres. On the other hand, the area with which the Hongkong

Government is concerned extends over 300 square miles. Though there is so great a difference between the two places as regards extent of territory, the census which has just been taken will probably reveal that there is very little difference as regards population. Four-fifths of the population of Hongkong live in an area not much greater than the Foreign Settlements of Shanghai, but though the whole taxable community is no greater in Hongkong than in Shanghai, it has to be borne in mind that money has been necessarily spent on public improvements and developments, on road making especially over an area of 300 square miles in this Colony as compared with an area of less than ten square miles in Shanghai. In a small area like Shanghai the development is consequently more noticeable.

In the circumstances it is worth pointing out that though Shanghai is generally considered a wealthier if not a larger community, the Government of Hongkong has been raising for some years past a revenue twice as large as that raised by taxation in Shanghai. We believe the record year in Hongkong was 1918 when a revenue of \$15,683,248 was raised. The total ordinary revenue of the Municipal Council of Shanghai in that year was \$15,384,577. The revenue of the French Concession is in the neighbourhood of a million taels.

We may carry the contrast between the two places a little further. Mr. EDKINS in his speech assumed that the new taxation is required "to meet the cost in a large measure of the municipal and harbour developments of the Colony." It is true that the Estimates contained a record vote for Public Works Extraordinary, amounting to close upon five million dollars, but the real explanation of the increased taxation is to be found largely in the serious decline in what has been the mainstay of our revenue. As we have already taken 1918 as a record year we will adhere to that year in making a contrast between the revenue of the two places under the heading of "Licences and internal revenue." It will doubtless surprise a good many people to know that by far the largest source of the Colony's revenue has been, and still remains, Opium. In the year 1918, when the total revenue raised was \$15,683,248 (as compared with \$14,839,671 raised in 1920) Opium contributed to that total no less a sum than \$8,086,622, while assessed taxes (that is to say the 13 per cent. tax on the valuation of the Colony) yielded only \$1,934,440. Incidentally it may be explained that 1918 was made a record year from the revenue point of view by reason of the fact that the Special War rate of 7 per cent. was collected for a full year, yielding over a million dollars.

Our financial difficulties have arisen from the fact that the revenue from Opium has been dropping during the last two or three years at the rate of two million dollars a year, owing to "decreased sales." In the present year not four millions are expected from that source as compared with the eight and a half millions which it yielded to the Treasury in 1918. It would be interesting to know, by the way, whether these decreased sales are to be accounted for by decreased consumption or increased smuggling of the drug into the Colony. If this decline is to continue to the point of almost total extinction of the revenue from this source the question of paying for permanent public works by means of loans becomes one which requires to be decided without delay. His EXCELLENCY THE GOVERNOR thinks that this community, which he described in the course of the last Budget debate as "probably the lightest taxed community in the world at the present moment," can afford to go on paying for large public works out of its income. It remains for the community to convince His EXCELLENCY that the limit of taxation has already been reached.

Unlike Hongkong, Shanghai has preferred to raise loans for certain permanent undertakings. The Municipality's balance sheet shows a list of twenty Silver loans extending back to the year 1900, and one gold loan authorised in 1905, but the total liabilities at the present time in respect of these loans is less than twelve million taels, which does not seem an excessive burden on a wealthy municipality like Shanghai. We note, however, that the Treasurer, in his latest report remarks that "the magnitude of the loans now required from year to year, together with the universal demand for capital indicate that the traditional methods of financing the Municipality will require considerable adjustment, and that the interest charges in the future will be considerably heavier than in the past." But the Shanghai taxpayers demand Economy rather than further loans or increased taxation.

There is one further point which may be raised in contrasting the public expenditures of the two places. Our military expenditure in 1919 was \$3,350,463; in 1920 it was \$2,789,463. Shanghai's military expenditure, which is confined to the maintenance of the Volunteer Corps, has averaged about \$150,000 a year. During the war our expenditure on the Volunteer Defence Corps rose to over \$70,000 but owing to a large falling off in membership resulting from the reintroduction of the voluntary system, the Estimates this year provide for only \$38,550. The large sum in excess of this which figures in abstracts of the Colony's expenditure represents Military Contribution to the Imperial Treasury which is on the fixed basis of 30 per cent. of the revenue raised. Thus the more we are taxed for local purposes the more we have to pay in the form of Military Contribution. Shanghai contributes not a cent to the Imperial Treasury as Military Contribution. Before the war when the Colony's public expenditure was in the neighbourhood of seven million dollars efforts were made by the unofficial members of the Council to get this Military Contribution fixed at a sum not exceeding one million dollars a year, but all such efforts were consistently opposed by the Official Majority. While the war was on there was very good reason for not continuing to press the question, but surely the time has arrived when this question should be taken up again.

Police-Inspector Robert Lanigan has been appointed to be a Sanitary Inspector for Shaikwan.

Tenders are being invited for the erection of an outpatients block at the Government Civil Hospital.

Mr. J. B. Ross, of the Mercantile Bank, has been appointed Honorary Secretary of the Royal Hongkong Golf Club.

The Order proclaiming Bangkok to be a place at which an infectious or contagious disease prevailed has been rescinded.

The appointment of Mr. B. D. Crawford Morgan, as Manager of the Hongkong Branch of the import and export firm of Carters, is announced.

Mr. A. O. Lang's appointment as an unofficial member of the Legislative Council during the absence on leave of the Hon. Mr. P. H. Holyoak is gazetted.

Mr. C. H. C. Platt, by a letter dated April 6th, has resigned his seat on the French Municipal Council, at Shanghai, owing to his having to leave suddenly for Home.

Mr. Alfred Hicks

LABOUR UNREST: MINERS' STRIKE POSITION

GERMAN CABINET CRISIS: NEW REPARATION SCHEMES:

IRISH TANGLE:

LORD DERBY AS MEDIATOR.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

LABOUR-UNREST IN BRITISH ISLES.

RAIDERS LEAVE UNION HEADQUARTERS.

LONDON, April 23rd.

The raiders at the Transport workers' headquarters vacated the premises on being given an undertaking that the Executive would investigate into their complaints.

COAL INDUSTRY WAGES AND PROFITS.

LONDON, April 23rd.

Light was thrown on the coal industry returns in the course of the past seven years by Mr. Bridgeman in the House of Commons, showing that in 1913 the wages amounted to £90,000,000, and profits to £31,000,000. Last year, the wages amounted to £284,750,000 and profits to £27,000,000.

GLASGOW DOCKERS' STRIKE.

LONDON, April 23rd.

The dockers in Glasgow have decided not to discharge coal from ships during the miners' strike.

MINERS' EXECUTIVE TO MEET OWNERS TO-DAY.

LONDON, April 23rd.

At the resumed miners' delegate conference, the Executive reported on yesterday's conference with the Prime Minister and coal-owners. It appears that they conveyed the delegates' decision not to yield the demands for a national wages board and a national pool, and intimated their readiness to discuss the wages question, if those principles were included in the agreement.

It is stated that the Prime Minister did not definitely rule out the principles. No new proposals were submitted yesterday, but the Executive recommended that it be authorised to resume discussion at the Board of Trade on Monday, when the owners will present a more detailed statement and fresh facts. It is probable that the delegates agreed and adjourned until Monday afternoon. The Executive will meet the coal-owners on Monday morning.

TRADE UNION AND LABOUR APPEALS.

LONDON, April 24th.

A large number of Trade Union and Labour meetings were held throughout the country, yesterday, to consider the possibility of assisting the miners. There was a tendency in a few cases to force the hands of the Triple Alliance by advocating sectional strikes, but the most notable decisions reached were, firstly, the Transport Federation's Executive calling on members to refuse to handle "blackleg" coal at ports, and sending messages to the International Transport Workers Conference at Geneva, and to the American Longshoremen's Association for co-operation; and, secondly, the Trades Union Congress and the National Labour Party jointly appealed to the affiliated Unions and organisations to provide funds to relieve distress among the miners' families.

EARLIER CABLES.

OWNERS AND MINERS MEET GOVERNMENT.

LONDON, April 22nd.

The joint conference between the Government, the mineowners, and the miners adjourned after an hour and a half. It is understood that sufficient progress was made in finding a basis of negotiations to justify a further meeting on Monday, with hope of success.

WIDESPREAD DISTRESS.

LATER.

The feeling to-night is inclined to hedge with regard to the prospects of a coal settlement. Some of the Miners' Executive are of opinion that the talks have amounted to nothing more than fencing, although the owners are preparing a fresh set of figures, probably involving improved wage schemes. Nevertheless there has not been any dramatic reversal of policy on the part of the owners meanwhile, although there is an impression in some quarters that a compromise may be possible on the question of a national pool. The Miners' Executive at present does not possess any authority to depart from that principle. The coal strike has now extended over three weeks, and widespread distress in the coalfields and throughout the country grows more acute daily. In some districts the grim spectre of destitution overshadows the miners' homes. Consequently the Parliamentary Committee of the Trades Union Congress, the Executive Committee of the Labour Party and the Parliamentary Labour Party have issued urgent appeals all over the country to all classes for funds to save the starving miners' children.

IMPERIAL FORESTRY EDUCATION.

PLAN FOR A COLLEGE AT OXFORD.

LONDON, April 22nd.

The report of the Inter-Departmental Committee on Imperial Forestry Education, headed by Lord Clinton and including Viscount Novar, Mr. P. H. Clutterbuck, of the India Office, and Major Furse, of the Colonial Office, recommends a central institution for training forest officers, in favour of which the British Empire Forestry Conference passed a resolution that it should be located at Oxford and incorporated with the University. The Governments of the United Kingdom, India, the Colonies, and the Protectorates should jointly guarantee a sum sufficient for normal requirements. The anticipated annual cost will be lessened by the Dominion Governments sending probationers for special courses or research. The capital cost cannot be estimated at present, but the annual cost of the permanent staff should not exceed £4,000 at the commencement.

REDUCED WAGES FOR SEAMEN.

LONDON, April 22nd.

At a conference held at the National Maritime Board in London the seafarers' representatives agreed to recommend the constituent unions to endorse a settlement of the wages question accepted by the shipowners—namely, a reduction of pay by 60s. per month on monthly vessels and 8/6 per week on weekly vessels from May 6th.

INTERNATIONAL CREDITS.

HOLLAND AUTHORISES RAISING OF FUNDS.

THE HAGUE, April 22nd.

The Second Chamber has passed a Bill authorising the Government to procure credits bearing 6 per cent interest for the benefit of certain States in Central and Eastern Europe, and has also passed a Bill providing for Holland's contribution to the expenses of the League of Nations.

ENFRANCHISEMENT OF WOMEN IN GREECE.

ATHENS, April 22nd.

The Commission on the Revision of the Greek Constitution has adopted the principle of the enfranchisement of women.

U.S. IMMIGRATION BILL PASSED.

WASHINGTON, April 22nd.

The House of Representatives has passed the Immigration Restriction Bill.

LATEST CABLES.

REPARATIONS PROBLEM. GERMANY SUBMITS TO ALLIES.

BRUSSELS, April 23rd.

Germany has intimated her intention to place the Reichsbank gold reserves at the Allies' disposal at Cologne, but the operation will probably take considerable time. FRANCE PREPARED TO "GO THE WHOLE HOG."

PARIS, April 23rd.

An authoritative French personality, interviewed by a representative of *L'Echo de Paris*, stated that the American reply to Germany, subsequent to the German Note containing the new offer to the Reparations Commission and the Allied Governments, does not involve the suspension of a single measure of preparation for the new occupation. If Great Britain marches with France in the Ruhr valley the French propose that the jurisdiction of the Inter-Allied Commission in Cologne should be extended to the Ruhr area. If the French advance along, a French High Commissioner will be appointed. Consequently, if Germany does not satisfy the Allies by May 1st, the French Government is "going the whole hog" in execution of its right.

GERMANY'S THREE ALTERNATIVES.

BERLIN, April 23rd.

Germany has sent a Note to the Reparations Commission, offering three alternatives for the reconstruction of devastated areas: Firstly, Germany would reconstruct certain towns and villages under German control or an international town-planning organisation; secondly, she would supply plant, material and labour in conjunction with German trades unions, immediately to erect at least 25,000 houses; and thirdly, Germany would appoint efficient contractors so that sufferers could frame building plans.

Germany is willing to pay the accounts presented in marks, but defers payment in foreign currencies to a future settlement.

The new reparation offer proposes that the work will either be undertaken by the State or delegated to the National Colonising and Settlement Association.

The Note states that, apart from this method, German industries would offer services for necessary purposes, including re-building of brickworks and other building material works, also the erection of 25,000 wooden houses by autumn, and provision of furniture and stoves. Special inducements are held out for rapid reconstruction work with a view of influencing interested individuals to favour the scheme.

M. BRIAND AT LYMPE.

LONDON, April 23rd.

M. Briand arrived at Dover this afternoon, and proceeded to Lympe where he was most cordially received by Mr. Lloyd George. The Premier discussed, informally, and unconventionally, the proposed French sanctions, and also, Germany's latest Note. It is stated that fresh proposals from Berlin are imminent and may be expected any moment.

M. BRIAND'S PROPOSAL.

PARIS, April 21st.

At the coming conference of the British and French Premiers, M. Briand will submit a practical plan to be applied, in case Germany persists in passive resistance. A tax of from 50 to 70 per cent is to be levied on every ton of coal extracted from the Ruhr mines.—*Havas*.

NEW GERMAN NOTE TO AMERICA.

BERLIN, April 24th.

The German Government is, to-day, despatching to America a Note containing the new reparation proposals.

GERMAN CABINET CRISIS THREATENED.

BERLIN, April 24th.

A Cabinet crisis appears to be imminent owing to discontent due to the Government's failure to consult the Reichstag before invoking President Harding's mediation. The position of Herr von Simons, particularly, has been imperilled.

EARLIER CABLES.

GERMAN OFFER TO UNDERTAKE REPARATION WORK.

LONDON, April 23rd.

Germany has forwarded a Note to Great Britain, offering immediately to undertake reparation work in the devastated regions of North France and Belgium, supplying the labour and materials for rebuilding, clearing the ground and afforestation, the cost being reckoned against the reparations account.

LATEST CABLES.

SINN FEIN TERRORISM. ATTEMPT TO OVERTHROW LOCAL GOVERNMENT SYSTEM.

LONDON, April 23rd.

The recent systematic attempts of Sinn Feiners to overthrow local government administration in Ireland is shown by documents captured by the Crown forces. It appears that fourteen rebel inspectors were appointed to visit local government bodies to try and induce them to collect rates for Sinn Fein, instead of the Government, but met with no success. An order was, then, issued last February, instructing the Republican Army brigade commandants to harass and boycott certain classes of local officials. In some cases rate money was extorted from ratepayers by armed and masked men.

County Councils' protests merely evoked rebukes from the Sinn Fein headquarters, who emphasised the fact that opposition to the enemy regulations was the predominant consideration, even though some County Councils suffer a financial breakdown.

LORD DERBY'S VISIT TO DUBLIN.

LONDON, April 24th.

Hopes of an early peace in Ireland are awakened by the visit of Lord Derby, *incognito*, to Dublin, where it is believed he interviewed well-known persons in closest touch with Sinn Fein. Lord Derby returned immediately and visited Mr. Lloyd George at Lympe, and, then, hurried back to London and dined with Lord Edmund Talbot, the new Viceroy.

THE SINN FEIN CAMPAIGN IN ENGLAND.

LONDON, April 22nd.

Window-slashing continues. Over two hundred windows were damaged last night in London. Similar outrages are reported from Swansea, Birmingham, St. Albans, as well as from many places round London. Possibly these had connection with the Sinn Fein campaign.

It is reported that thousands of half-inch nails have been strewn along the main road from London (near Furlley) to Brighton.

PAPER INDUSTRY CRISIS.

PROBABLE STOPPAGE OF AMERICAN MILLS.

LONDON, April 23rd.

The *New York Journal of Commerce* reports that a critical situation has arisen in the American and Canadian paper-making industry on account of the employers' proposal of a 30 per cent reduction in wages and of a 9-hour instead of an 8-hour day. The men with an overwhelming vote rejected the proposal.

The journal foresees a stoppage of fifty mills on May 11th, when the present agreement will expire, crippling newspapers and printing and publishing houses in North America.

SCOTTISH TRADE UNION CONGRESS.

DECISION REGARDING MOSCOW INTERNATIONAL.

LONDON, April 23rd.

The Scottish Trade Union Congress at Aberdeen has voted, by 55 votes against 50, in favour of affiliation with the Moscow International.

AUSTRALIAN CRICKETERS ARRIVAL IN LONDON.

LONDON, April 23rd.

The Australian cricketers have reached London, and will begin practising at Lords next week.

TANGIER TANGLE.

SPANISH WARSHIP DESPATCHED.

LONDON, April 24th.

It is reported from Paris that a telegram from Madrid announces that there is great excitement in Moroccan waters. All business in Tangier has been stopped. A Spanish battleship has been despatched.

AMERICAN ATHLETE'S CLAIMS.

FOUR RECORDS IN A DAY.

HEMARD (CHICAGO), April 24th.

Paddock, the American Olympic, claims a crop of running records to-day, namely, 100 metres, his time being 10.2 seconds; 200 metres, 21.5 seconds; 300 yards, 30.1 seconds; 300 metres, 43.4 seconds.

MEXICAN DEBTS.

PRESIDENT OBREGON'S INVITATION TO HOLDERS.

PARIS, April 23rd.

The Mexican Legation announces that President Obregon has called a meeting of representatives of the principal holders of the Mexican Debt up to the 1910 loan (external 4 per cent, alone recognised as valid) with a view of arranging the most practical and most convenient method of resuming the services of the debt.

ASSOCIATION CUP FINAL.

LONDON, April 23rd.

In the Association Cup Final, Tottenham Hotspurs beat Wolverhampton Wanderers by one goal to nil, at Chelsea.

ILL-STARRED VIENNA.

DISASTROUS FIRE IN STATE STORES.

VIENNA, April 24th.

A fire in the State stores has destroyed immense quantities of flour, provisions, boots, leather goods, and other materials. The loss is estimated at half a milliard crowns, which will be severely felt by the Viennese.

ST. GEORGE'S DAY.

The following greetings were received by the Hongkong Branch of the Royal Society of St. George, from the Royal Society of St. George in London:—

"Fraternal greetings from nearly 800 members of the parent Society. Lord Mayor, Sheriffs dining at Guildhall in honour of St. George's Day under chairmanship of their President, Prince of Wales."

The following telegrams have been despatched to fraternal societies with a view to their delivery at their destinations on St. George's Day.

"Warmly reciprocate message and desire join you in any expression feelings good wishes furthering happy settlement present labour difficulties at home in interest contentment prosperity in England and Empire also please tender Hongkong Society's loyal and respectful greetings to His Royal Highness the President."

To Shanghai, Yokohama, Tientsin, Hankow, Canton and Singapore:— "Hearty greetings with the wish for better times for our people at home, a sound happy settlement labour and political difficulties resulting settled contentment, prosperity England Empire, and success progress British interests Far East."

With reference to the appeal to members on behalf of Warrior Day Fund, this had a ready and prompt response, and the Society has remitted to Earl Haig by Telegraph £175. St. Andrew's Society co-operated with St. George's in this appeal and sent a like sum on their own behalf.

In accordance with the members' wishes the sum of \$100 has been granted to local British schools for prizes for essays on subjects associated with St. George's Day. The Society has had the kind assistance of the Hon. Mr. E. A. Irving, Director of Education, in the exercise of this grant, part of which at his suggestion has been used to add new books to the school libraries.

Roses were sent to Naval, Military and Civilian Hospitals in the Colony for distribution in the Wards with the greetings of the Society.

Baskets of roses were also sent to Lady Stables and Mrs. Claud Seyern with the members' greetings.

The President and Committee sent greetings to all members of the Society.

"RUBBER-HEELED" HORSES.

A novel type of horseshoe has been introduced in London (as stated recently) and has at once made good, even on the smoothest surfaces.

It has come, unobtrusively, ahead of official experiments, which have been postponed until April or June.

Rubber, instead of metal, grips ensure a good hold upon unyielding thoroughfares, which are scientifically adapted to the swift running of motors. The rubber, a bar about an inch and a quarter wide, fits in the groove of a steel strip which is fastened across the heel of the metal shoe before the horse is shod. The attachment is inexpensive and durable.

It is splendid—and its success has no sooner been demonstrated than a number of owners in London have had it adjusted to the shoes of their horses," said a well-known authority to a *Daily Chronicle* representative.

Meanwhile about 300 horses of all types are testing the new grips on every sort of road and hill in the country, the experiments ranging from Kent to the Scottish borders. County surveyors are co-operating, a committee having been set up by the Ministry of Transport. Excellent reports of the experiments have been sent in.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

JAPANESE CROWN PRINCE AT MALTA.

MALTA, April 22nd.

It is expected that the *Katori* and the *Kashima* will arrive on Sunday afternoon. The Crown Prince will land an hour after his arrival and proceed to the Palace through the Floriana route, which is being decorated. The Prince will either attend the Horse Show or be driven around the island.

In the evening a State dinner and reception will be given, at the Palace. On the 23rd a ceremony will be held at the Naval Cemetery, where several Japanese bluejackets were buried during the war. There will also be a lunch at the Casino Maltese, the leading Maltese club, and in the afternoon a garden party at San Antonio Palace. In the evening there will be either a dinner at Admiralty House or a State dinner aboard the *Katori*, with firework illuminations by the Fleet.

On the 24th visits will be paid to his Majesty's ships, and lunch will be taken either with the Governor or the Naval Commander-in-Chief on the afternoon of departure.

During the stay Japanese sailors will be entertained by British sailors at naval canteens.

FERVENT MALTESE WELCOME.

MALTA, April 24th.

In splendid weather, the Crown Prince of Japan entered the harbour, amid thundering salutes. A large multitude had assembled to greet His Imperial Highness.

ANGLO-JAPANESE TREATY AND AUSTRALIA.

MELBOURNE, April 22nd.

Mr. Hughes, speaking in the House of Representatives with regard to the invitation to the Imperial Conference, reiterated that Australia was no party to the framing of the Anglo-Japanese Alliance and he considered that the Imperial Government had treated Australia handsomely in asking her views thereon. He characterized the term "Empire" as unfortunate, saying that we were really a commonwealth of self-governing nations, comprising the greatest democracy in history. He concluded by saying that war between America and Great Britain was unthinkable.

MELBOURNE, April 23rd.

The Government carried the resolution dealing with the work of the forthcoming Imperial War Cabinet. The Labourites' amendment designed to withhold approval from the Japanese treaty, until sanctioned by a referendum, was rejected. Mr. Hughes declined to consider the possibility of war against America.

MELBOURNE, April 24th.

On his departure for London, Mr. Hughes, in a speech of farewell to his constituents, recalled that Australians had lived under the same constitution for a century and had not broken one of the ties binding them to the Motherland. Reiterating his desire to maintain the Anglo-Japanese Treaty, the Premier asked: "But for the Japanese how long would it have been before our cities were reduced to ruins at an early stage of the war?" Nevertheless, Mr. Hughes refused to agree to an alliance with any nation which could involve Australia in a war with America. He was of the opinion that the only hope of world peace was an alliance between the two branches of Anglo-Saxons. A world war arising from the Yip dispute would be a disgrace to civilization. The Anglo-Japanese Alliance was acceptable to America and would mean a saving of millions of pounds.

CHINESE MISSION IN PARIS.

PARIS, April 21st.

The Chinese Mission had luncheon with M. Millerand, who expressed a wish that the work of the Mission in France may further strengthen the bonds of mutual sympathy and goodwill uniting the two Republics.

Chu Chi-chen, the head of the delegation, expressed his deep appreciation of the degree of Doctor of Law bestowed upon the Chinese President by the Paris University, the world's oldest university.—*Havas*.

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FUSHIMI MARU (omitting Manila)	...	Tuesday	31st May	at 11 a.m.
KATORI MARU	...	Friday	17th June	at 11 a.m.
KASHIMA MARU	...	Tuesday	15th July	at 11 a.m.

LONDON & ANTWERP via **Singapore, Penang, Colombo, Suez** Port Said and Marseilles.

INABA MARU	...	Friday	28th Apr.	at 11 a.m.
KAMO MARU	...	Friday	12th May	at 11 a.m.
IYO MARU	...	Friday	27th May	at 11 a.m.
ATSUTA MARU	...	Friday	10th June	at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

MATSUYE MARU ... Friday, 29th April.

LIVERPOOL & MARSEILLES via **Suez.****MELBOURNE & SYDNEY** via **Manila, Zamboanga, Thursday** Island, Townsville & Brisbane.

AKI MARU	...	Tuesday	17th May	at 11 a.m.
TANGO MARU	...	Tuesday	21st June	at 11 a.m.
NIKKO MARU	...	Tuesday	19th July	at 11 a.m.

NEW YORK via **Suez.**

YAMAGATA MARU ... Middle of May.

SOUTH AMERICAN PORTS via **CAPE.**

KAWACHI MARU ... Beginning of May.

BOMBAY & COLOMBO via **Singapore.**

HAKATA MARU ... Tuesday, 2nd May.

CALCUTTA & RANGOON via **Singapore & Penang.**

TOSA MARU ... Thursday, 5th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 17th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Monday, 25th April.

ATSUTA MARU ... Wednesday, 27th April, at 11 a.m.

LIMA MARU ... Wednesday, 27th April.

MALACCA MARU ... Friday, 29th April.

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NAVAL CONSTRUCTION.

LESSONS OF THE WAR.

BRITAIN LEADS THE WAY.

The "big ship" controversy was touched upon in a most interesting paper read by Sir Eustace T. D'Eyncourt to the members of the Institution of Naval Architects at the Royal United Service Institution on March 16th.

Dealing with "Some Features of German Warship Construction," Sir Eustace said that since the war there had been an opportunity of examining some of the recent productions of the German constructors, and the view previously held had been confirmed that during the war Great Britain led the way, not only in the personnel, but also in the naval materiel. There were a few points, no doubt, in which the Germans excelled. They had got ahead of us in developing Diesel engines, especially as adapted to submarines, and had produced engines with cylinders developing 300 horse-power, against our standard engines which only developed 100 h.p. In spite, however, of this handicap, we had submarines which excelled those of the Germans both in speed and in armament. But the outstanding impression conveyed by a comparison of British and German battle-cruiser designs is that the former were built for attack, as they are superior in calibre of heavy guns, in speed, and ahead fire, while the latter were built for defence and a retiring action, as relatively more weight has been given to protection than to armament, and up to the Dardanelles the heavy guns develop a maximum fire of 100 rounds per minute. It is interesting to record this, as it shows that the naval strategists of both nations correctly foresaw the part which those ships were likely to play.

Making a comparison of the battleship designs, it is shown in the particulars of the German ships that they generally followed in our wake. In the arrangement of the armament they also generally followed our lead, and in the main features it is difficult to discover any point of superiority in the German designs.

With the exception, perhaps, of the Lützow, which was first disabled by gunfire, no modern capital ship of either side of date later than Drenthout was sunk in the whole war by torpedo—a fact which should be kept in mind by those who talk about the vulnerability of modern capital ships to under-water attack. As regards torpedo craft, a careful investigation shows that the Germans generally followed the British practice in size, increased speed, and heavier armament. They paid great attention to reductions of weight, but there is no question that their boats had not the sea-keeping qualities of the British contemporary craft.

Coming to the question of submarines, Sir Eustace brought out the interesting fact that the Germans never produced a boat of the speed of our K boats, nor did they adopt steam for the surface speed as we were obliged to do in our K vessels, to get the high power required. During the last ten months of the war the numbers of submarines completed by the Germans only slightly exceeded the number lost, so in fact, the rate of their destruction was steadily and rapidly increasing compared to the rate of production. This fact should be considered carefully by those who advocate the adoption of submarines to the exclusion of other types of warship. "To sum up," he concluded, "it is quite evident that in all their later designs the primary object held in view in the design of the German submarines was the attacking of commerce and not so much the use of the submarines against warships; in fact, the longer the war went on the more it became evident that the submarine, whilst admirably adapted for the destruction of more or less defenceless merchant ships, became, as anti-submarine measures progressed, less and less effective against naval ships, and more and more liable to destruction."

In the discussion which followed Admiral Tudor (Board of Admiralty) observed that our torpedo boats had always been in advance of the Germans, and he thought we had reached the limit of thought we had reached the limit of useful submarines in peace construction was made in three years of the war, and the country was to be congratulated on having Sir Eustace D'Eyncourt at the head of construction.

Admiral Sir Alfred Chatfield said this post mortem examination enabled them to come to the conclusion that in the designs of our ships we had little to learn from our late foe.

Earlier in the proceedings the Duke of Northumberland was unanimously elected president, in succession to the Earl of Durham, who has held office for the past five years.

UNFULFILLED TRADE HOPES.
 The Duke of Northumberland, in reply, said there had been a somewhat heated controversy recently in the Press on the subject of the future policy of naval construction in which the whole future of our naval policy at sea was at stake. "We in this country," added the speaker, "may pride ourselves on the fact that we have succeeded in solving similar problems in the past. If we have not always been first in inventive science we have always been pre-eminent in that greater wisdom which consists in the adaptation of means to an end, which sees the good clearly before it, and with a due sense of proportion avoiding all extreme courses of action, utilises every invention of science for the attainment and maintenance of that object which is the end and aim of all our efforts—Great Britain's supremacy at sea. In that task, this institution may be relied upon to play as glorious a rôle in the future as it has always done in the past." (Cheers.)

A remarkable disclosure is made by Sir Maurice Hankey in the new number of the *Round Table*. It is that but for the rebellion of Easter week in Dublin Mr. Lloyd George would have accompanied Lord Kitchener in May, 1918, on his fatal mission to Russia. On this evidence, Sinn Féin may have altered the whole history of Europe.

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THERAPION No. 1**THERAPION No. 2****THERAPION No. 3**

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SHANGHAI & Tientsin via Swatow	...	"TUNGSHING" Tues.	28th April	Dlight
STRAITS & CALCUTTA	...	"KWAISANG" Tues.	28th April	3 p.m.
HAIPHONG via HOIHOW	...	"TAKSANG" Wed.	27th April	10 a.m.
SANDAKAN	...	"HINSANG" Wed.	27th April	Noon
SHANGHAI via Swatow	...	"WINGSANG" Thurs.	28th April	Dlight
SHANGHAI	...	"HOPKANG" Fri.	29th April	Dlight
MANILA	...	"LOONGSANG" Fri.	28th April	3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

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SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at Holo when intermediate offers.

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HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
S.S. "GLENIFFER"	about 28th May	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

Tel. No. 21 sub 5 or 22, and 2894.

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Cable Address

Kawakisen, Kobe.

Bentley's A.B.C. 5th Ed.

and Scott's Codes.

Telegrams: Sansany

1944 1925.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MARIYA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management are

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 2, Bunko, Kobe.

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SHIPPING NEWS

ARRIVALS.

April 22nd.
Hongkong, British str., 999 tons, Capt. A. McEachern, from Hongkong, with coal.—B. & S.
Tahiti, British str., 3,055 tons, Capt. I. D. McDowell, from Calcutta.—Standard Oil Co.
Takung, British str., 977 tons, Capt. E. Tapsell, from Hainan, with a general cargo.—J.M. & Co.
 April 23rd.
Benholder, British str., 3,047 tons, Capt. J. H. Cole, from Singapore, with a general cargo.—Gibb, Livingston & Co.
Changsha, British str., 1,449 tons, Capt. E. C. Gumbrell, from Melbourne and Manila, with a general cargo.—B. & S.
Chibago Maru, Japanese str., 654 tons, Capt. K. Fujita, from Hongkong, with coal.—Y. Sato & Co.
Chipping, British str., 1,109 tons, Capt. F. Matthews, from Canton, with a general cargo.—J.M. & Co.
Derwent, British str., 1,962 tons, Capt. C. R. Benstead, from Saigon, with rice.—Shai Thuan.
Elpenor, British str., 4,824 tons, Capt. D. K. Wallis, from Shanghai, with a general cargo.—B. & S.
Hongkong, British str., 1,390 tons, Capt. J. S. Holmwood, from Canton, with a general cargo.—J.M. & Co.
Hok Canton, Chinese str., 550 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.
Hongkong, Chinese str., 1,258 tons, Capt. Newberg, from Canton, with a general cargo.—C.M.S.N. Co.
Hutchinson, British str., 1,222 tons, Capt. I. De Wolfe, from Canton, with a general cargo.—B. & S.
Lara, Dutch str., 350 tons, Capt. J. M. van Horn, from Canton.—Asiatic Petroleum Co.
Linghsing, British str., 1,173 tons, Capt. R. W. Bateman, from Shanghai and Swatow, with a general cargo.—J.M. & Co.
Suigang, British str., 1,045 tons, Capt. Harrison, from Canton, with a general cargo.—B. & S.
Yodo Maru, Japanese str., 1,352 tons, Capt. Hamazaki, from Canton.—M. B. K.
 April 24th.
Awa Maru, Japanese str., 3,985 tons, from Singapore, with a general cargo.—N.Y.K.
Hushong, British str., 1,270 tons, Capt. Passmore, from Swatow, with a general cargo.—D.L. & Co.
Trieste, Italian str., 3,338 tons, Capt. Tarabochia, from Shanghai, with a general cargo.—Dodwell & Co.

CLEARANCES.

April 23rd.
Alcor, for Shanghai.
Amakusa Maru, for Swatow.
Chipping, for Weihaiwei.
Chishima, for Swatow.
Dashima Maru, No. 5, for Tsingtau.
Houmou, for Hainan.
Hokkaido, for Shanghai.
Hongkong, for Canton.
Hongkong, for Swatow.
Hongkong, for Shanghai.
Keishima Maru, for Kobe.
Lake Tiansu, for Shanghai.
Lara, for Canton.
Melhu, for Saigon.
Mohou, for Hainan.
Phuapung, for Saigon.
Shokiku Maru, for Hongkong.
Singapore, for Hongkong.
Sui Yang, for Shanghai.
Takung, for Singapore.
Tenaguan Maru, for Singapore.
Trieste, for Singapore.
Yodo Maru, for Crapard.
Yodo Maru, for Keelung.
Yuhing, for Wenchow.
Yuhing Maru, for Singapore.

PASSENGERS.

Per s.s. **Hathong**, on April 24th.—Mr. Dinning and Mr. J. W. Wamunthorne.
 Per s.s. **Lungshing**, on April 23rd.—Major Hervey.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. **Dilwara** left Shanghai for this port on April 21st, at 8 a.m., and is due here on April 29th, at about 7 a.m.
 The N.Y.K. s.s. **Kirin Maru** (Calcutta line) left Calcutta for this port via Hongkong and Singapore on April 21st, and is expected here on May 10th.
 The N.Y.K. s.s. **Lima Maru** (Hamburg line) left Singapore for this port on April 22nd, and is expected here on April 23rd.
 The N.Y.K. s.s. **Matuyama Maru** (Hamburg line) left Dairen for this port on April 23rd, and is expected here on April 28th.
 The Blue Funnel steamer **Euryades** passed through the Suez Canal outward bound on April 7th, and the **Hector** on April 8th.
 The Blue Funnel liners **Helena** and **Adriatic** left Port Said on April 7th homeward, and the **Stentor** left there on April 11th. The **Knight Templar** arrived at Liverpool on April 9th.

VESSELS EXPECTED.

Abercrombie (Admiral line), from Shanghai, due May 22nd.
Alta Maru (N.Y.K.), due April 26th.
Edmore (Admiral line), from Shanghai, due May 23rd.
Essex Castle (Barber line), from New York, due May 12th.
Harayades (Blue Funnel), due April 26th.
Hector (Blue Funnel), due May 1st.
Inaba Maru (N.Y.K.), from Japan, due April 28th.
Kaga Maru (N.Y.K.), from London for this port, due May 25th.
Lake Parrot (Admiral line), from Saigon, due April 26th.
Malacca Maru (N.Y.K.), from Calcutta, due April 25th.
Montague (Admiral line), from Manila, due April 26th.
Nashua (Blue Funnel), due May 5th.
Shidzuoka Maru (N.Y.K.), due May 19th.
Wenatchee (Admiral line), due May 1st.

A FAST TRIP.

The K.P.M. **Van Uloen** of the China line, made her last trip from Hongkong in 4 days only for the 1,500 miles, and the satisfaction of the Captain in this excellent running was increased when the Chinese passengers sent a deputation to him to thank him for their rapid and comfortable trip.—*Singapore Free Press*.

COMMUNISM AND SHIPPING.

An interesting account describing the failure of an attempt recently made in Italy to apply Communist principles to a shipping company, has been received by the *Daily Telegraph* from its correspondent at Milan. The correspondent says: "In 1920 the Nitti Government gave the Genoese communist agitator, Captain Giulietti, a number of ships, valued at £2,400,000, in order to constitute a communist shipping company. Other ships were added later from Government sources at nominal prices. After a year the experiment ended with a formidable deficit. Captain Giulietti pointed out that he had been forced to engage a crew of 32 to do work which was ordinarily done by 25 men, and that the provision of dining and smoke rooms for the crews had greatly increased the expenses. 'The vessels may have to be sold, in order to pay the wages of the crews.'"

WEATHER REPORT.

April 24th, at 11.10.—Pressure has decreased at Shanghai, and slightly to moderate elsewhere.
 A depression is situated over the lower Yangtze Valley.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.84 inches against an average of 10.28 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 District FORECAST.
 Hongkong to Gap Rock. E. & S.E. winds, moderate; fair to cloudy, probably some rain.
 Formosa Channel. The same as No. 1.
 South coast of China between Hongkong and Lamock. The same as No. 1.
 South coast of China between Hongkong and Hainan. The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

APRIL 24TH, 1921.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	8 a.	30.1	58	85	NW	1	b
Nemuro	8 a.	30.1	58	85	NW	1	b
Elakodato	8 a.	30.1	58	85	NW	1	b
Kobe	8 a.	30.1	58	85	NW	1	b
Kochi	8 a.	30.1	58	85	NW	1	b
Nagasaki	8 a.	30.1	58	85	NW	1	b
Kagoshima	8 a.	30.1	58	85	NW	1	b
Oshima	8 a.	30.1	58	85	NW	1	b
Naha	8 a.	30.1	58	85	NW	1	b
Shikoku Maru	8 a.	30.1	58	85	NW	1	b
Shimonoseki	8 a.	30.1	58	85	NW	1	b
Sui Yang	8 a.	30.1	58	85	NW	1	b
Takung	8 a.	30.1	58	85	NW	1	b
Tenaguan Maru	8 a.	30.1	58	85	NW	1	b
Trieste	8 a.	30.1	58	85	NW	1	b
Yodo Maru	8 a.	30.1	58	85	NW	1	b
Yuhing	8 a.	30.1	58	85	NW	1	b
Yuhing Maru	8 a.	30.1	58	85	NW	1	b

C.P.O.S.

SAILINGS

HONGKONG TO VANCOUVER

Ship	From	Day	Month	Year
EMPEROR OF RUSSIA	Hongkong	28	May	16
EMPEROR OF JAPAN	Hongkong	17	June	7
EMPEROR OF ASIA	Hongkong	26	June	13
EMPEROR OF RUSSIA	Hongkong	14	July	11
EMPEROR OF JAPAN	Hongkong	23	July	2
EMPEROR OF ASIA	Hongkong	31	July	23
EMPEROR OF RUSSIA	Hongkong	7	Aug.	8
EMPEROR OF JAPAN	Hongkong	18	Sept.	5
EMPEROR OF ASIA	Hongkong	23	Sept.	16
EMPEROR OF RUSSIA	Hongkong	20	Oct.	11

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to guarantee a sailing date. Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to guarantee a sailing date. Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to guarantee a sailing date.

For further and other information please apply to HONGKONG OFFICE. Telephone 155. Cable address: GAGANPAC. CANADIAN PACIFIC OCEAN SERVICES, LTD.

PACIFIC MAIL S.S. CO. TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS AND HONOLULU. AMERICAN STEAMERS. "GOLDEN STATE" ... Monday, April 25th.

PANAMA SERVICE

Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For SHANGHAI

For SINGAPORE, PENANG, RANGOON AND CALCUTTA.

S.S. "LAKE FARMINGDALE" ... sailing April 27th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tsingtau, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Suez, Port Said, London, the S. Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to HONGKONG OFFICE.

Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

TO NEW YORK & BALTIMORE

To SEATTLE & VANCOUVER (via MANILA) "West Jessup" ... 26th April
 To LOS ANGELES & SAN FRANCISCO (via HONOLULU) "West Jessup" ... 28th April
 Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points. HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3008. (451)

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

THE STEAMSHIP

"PANAMA"

will be sailing from Hongkong about End of April,

taking cargo for—

HAMBURG, COPENHAGEN & SCANDINAVIAN PORTS.

For rate of freights apply to—

MANNERS & BACKHOUSE, LTD.

Mercantile Bank Building,

7, Queen's Road, Central. (741)

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and

NEW YORK

S.S. "MONGOLIAN PRINCE" ... 27th April, (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED.

Telephone 3165.

St. George's Building.

(133)

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
 "THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	22,000	April 27th
PERSEA MARU	22,000	May 16th
TAIYO MARU	22,000	May 26th
SIBERIA MARU	22,000	June 10th
TENYO MARU	22,000	June 21st
KOREA MARU	22,000	July 1st

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDRO, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES

STEAMER	TONS	LEAVE HONGKONG
SEIKO MARU	14,000	May 15th
SAKUYO MARU	17,500	June 10th
CHORO MARU	17,500	July 11th

* Cargo only

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER,

King's Building.

Tel. Nos. 3274 & 2476

Agents at Canton:

Messrs. T. H. GRIFFITHS, LTD.

(34)

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,200 Tons

SAILING FROM HONGKONG for SAN FRANCISCO via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 16th S.S. "NANKING" June 15th S.S. "NILE" July 13th

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" June 4th

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA" April 30th S.S. "NILE" June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE

FRANCIS'S BUILDING, 100, HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FRANCHISE DEPT. & AGENT.

No. 1934. No. 2161.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXTENDED WHEEL	LEAVE	FOR
TJISALAK	JAVA	Loading	20th Apr.	JAVA
TJILIWONG	JAVA	23rd Apr.	1st May	SHANGHAI
TJIKINI	JAVA	8th May	11th May	SHANGHAI
TJILEBOET	JAVA	8th May	12th May	JAPAN
TJISONDARI	SAN FRANCISCO	8th May	12th May	JAVA
GORONTALO	JAVA	13th May	14th May	SAN FRANCISCO

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building First Floor

Telephone No. 1574.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings subject to alterations.

STEAMER	FROM	LEAVE
"BOEROE"	AMSTERDAM & HAMBURG	20th May
"ALCOR"	ROTTERDAM & HAMBURG	20th June
"ALGHEBA"	AMSTERDAM & HAMBURG	20th July

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents,

York Building.

Tel. No. 154.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Messager Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

s.s. "KASENGA" ... 5th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to Buns & Co., Canton.

General Agent.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN-S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK—s.s. "CITY OF DUNKIRK" ... 27th Apr.

do—s.s. "KNIGHT COMPANION" ... 13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON—BUNS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
AMOI, MANILA, CEBU & ILOILO	"TAIKOO WANYI"	On 25th April, 4 P.M.
AMOI, MANILA, CEBU & ILOILO	"TAMING"	On 25th April, 4 P.M.
SWATOW & BANGKOK	"CHENG TU"	On 26th April, 10 A.M.
SHANGHAI & FUKUOKA	"SECHUEN"	On 26th April, Noon.
WUHAN, CHENGTOO & TIENTSIN	"KUEICHOW"	On 27th April, 4 P.M.
SHANGHAI	"SOOCHOW"	On 28th April, Noon.
WUHAN, CANTON & NINGPO	"HUICHOW"	On 28th April, 4 P.M.
SHANGHAI & TIENTSIN	"CHENAN"	On 30th April, Noon.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yantai, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 39.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric light and fans in state-rooms and Saloons and excellent cuisine.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 8 to 10 Days)

"HAIHONG" ... Capt. W. C. Farnmore ... TUESDAY, April, 28th, at 3 P.M.
"HAIHONG" ... Capt. A. E. Stewars ... FRIDAY, April, 29th, at 12 Noon.
"HAIHONG" ... Capt. W. Conner ... TUESDAY, May, 2nd, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SUDAN"	7,000	23rd April	Marseilles, London & Antwerp
"DEVANHA"	8,000	27th April 4 P.M.	London & Antwerp
"DILWARA"	8,378	10th May	Singapore, Colombo & Bombay
"YAGODA"	7,000	13th May	Marseilles, London & Antwerp
"PLASSY"	7,348	11th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TARADA" ... 7,000 ... 9th May ... Calcutta via Spore, Pango & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	6th May	Sandakan, Thursday Island
"ST. ALBANS"	8,000	25th May	Townsville, Brisbane, Sydney & Melbourne.

Calla Hullo omits Sandakan

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,000	23rd Apr. 9 A.M.	Amoy, Shanghai & Kobe.
"DILWARA"	8,400	27th Apr. Noon.	Shanghai only.
"PLASSY"	7,348	8th May.	Shanghai only.
"ST. ALBANS"	8,000	7th May.	Japan direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Notice Interchangeable.
1st Cabin Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

O. S. I.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly three

service via Singapore and Port Said.

"ATLAS MARU" ... Saturday, 14th May

BUENOS AIRES-RIO DE JANEIRO, SANTO, MAURITIO, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE

"CHICAGO MARU" ... Sunday, 15th May

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Saturday, 30th April

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service

"SEIKEN MARU" ... Sunday, 1st May

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

via Shanghai and Dairen—Regular fortnightly passenger service touching at

intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in con-

nection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Thursday, 28th May

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Cuban Ports.

"SUMATRA MARU" ... Tuesday, 31st May

NEW ORLEANS LINE—

"SUMATRA MARU" ... Tuesday, 31st May

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation

for first class passengers and will arrive and depart from the O.S.K. wharf near the Harbor Office.

TAKAO via SWATOW & AMOI

For sailing dates and further particulars please apply to—

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